

## NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,  
PROPRIETOR.

NOTICE TO SUBSCRIBERS.—On and after January 1, 1875, the daily and weekly editions of the New York Herald will be sent free of postage.

THE DAILY HERALD, published every day in the year. Four cents per copy. Annual subscription price \$12.

All business or news letters and telegraphic despatches must be addressed New York Herald.

Rejected communications will not be returned.

Letters and packages should be properly sealed.

LONDON OFFICE OF THE NEW YORK HERALD.—NO. 46 FLEET STREET.

Subscriptions and advertisements will be received and forwarded on the same terms as in New York.

VOLUME XL.....NO. 104

## AMUSEMENTS THIS AFTERNOON AND EVENING.

BOWERY OPERA HOUSE.  
No. 251 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

PARK THEATRE.  
Broadway.—DAILY PROCESSION, at 8 P. M.; closes at 10:30 P. M. Mr. Mayo.

BOWERY THEATRE.  
Bowery.—AROUND THE WORLD IN EIGHTY DAYS, at 8 P. M.

GRAND OPERA HOUSE.  
Fourth Avenue and Twenty-third Street.—AMER. at 8 P. M.; closes at 10:45 P. M.

BOOTH'S THEATRE.  
Corner of Twenty-third Street and Sixth Avenue.—HENRY V., at 8 P. M.; closes at 10:15 P. M. Mr. Rigdon.

LYCEUM THEATRE.  
Fourth Avenue and Twenty-third Street.—MARRIAGE, at 8 P. M.; closes at 10:15 P. M. Mr. Rigdon.

SAN FRANCISCO MINSTRELS.  
Broadway, corner of Twenty-third Street.—NEGRO MINSTRELS, at 8 P. M.; closes at 10:15 P. M.

TRIVOLI THEATRE.  
Broadway, between Second and Third Avenues.—VARIETY, at 8 P. M.; closes at 10:15 P. M.

MRS. CONWAY'S BROOKLYN THEATRE.  
FIVE TWO ORPHANS, at 8 P. M.; closes at 10:45 P. M.

WALLACE'S THEATRE.  
Broadway.—RAFAEL, at 8 P. M.; closes at 10:40 P. M.

COLONNEUM.  
Broadway and Third Avenue.—PARIS BY NIGHT, at 8 P. M.; closes at 10:15 P. M.

WOOD'S THEATRE.  
Broadway, corner of Third Avenue.—THE MULLER, at 8 P. M.; closes at 10:15 P. M. Mr. Rigdon.

THEATRE COMIQUE.  
No. 214 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

METROPOLITAN MUSEUM OF ART.  
West Fourth Street.—Open from 10 A. M. to 5 P. M.

BROOKLYN PARK THEATRE.  
Fulton Avenue.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

ACADEMY OF MUSIC.  
Broadway and Irving Place.—L'OMBRÉ, at 8 P. M.; closes at 10:15 P. M.

ROBINSON HALL.  
Sixteenth Street near Broadway.—HIBERNICAN, at 8 P. M.; closes at 10:15 P. M.

GERMANIA THEATRE.  
Fourth Avenue.—INDIGO, at 8 P. M.; closes at 10:45 P. M. Miss Lina May.

OLYMPIC THEATRE.  
No. 64 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M. Mr. Rigdon.

FIFTH AVENUE THEATRE.  
Twenty-eighth Street and Broadway.—THE BIG FAN, at 8 P. M.; closes at 10:15 P. M. Mr. Rigdon.

THEATRE COMIQUE.  
Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

## TRIPLE SHEET.

NEW YORK, WEDNESDAY, APRIL 14, 1875.

From our reports this morning the probabilities are that to-day there will be light snow followed by clearing and cool weather.

WALL STREET YESTERDAY.—Stocks were irregular, government bonds steady, foreign exchange firm and money abundant on call. Gold closed at 115.

THE EMIGRATION COMMISSION yesterday held a meeting and discussed the financial embarrassments which prevent it from fulfilling its objects. It was finally determined to take steps toward obtaining from the State the necessary assistance.

THE PORT did not appeal to the Emperor of Austria for the protection of the Church, as the cable asserted. These reports are singularly contradictory, and it would be well to examine them more carefully before circulating them over the world.

SOME OF THE LONDON EDITORS are to be summoned before the bar of the House of Commons to answer for breach of privilege in publishing news. They are not likely to get the worst of the dispute, as the news appears to have been furnished by a Parliamentary committee.

IF ENGLAND should recede from her agreement with the other Powers as made in the Declaration of Paris in 1856 it would have an important influence upon the stability of European treaties. A motion to this effect was rejected in the House of Commons yesterday by a majority which shows that Parliament understands the danger of such a step.

CHEAP TRANSPORTATION is equally important to the interests of the West and the East, and the proceedings of the association whose object is to bring about that result are of interest to a large class of business men. The excessive charges on the carrying of grain are especially onerous upon our merchants, and the public ultimately is required to assume the burden. The Western producers should see that it is to their interest to emulate the enterprise shown in New York in combating the monopolies of the railroad companies.

THE SOUTH has naturally no ordinary interest in the Centennial celebration, for it offers an occasion not only for the display of the resources of that portion of the country, but for the evidence of its patriotism. Our correspondence from Mississippi and Georgia indicates the interest which the Southern people take in our national anniversary. It is unfortunate that the Southern States are too poor to give much pecuniary help to the enterprise, but we trust that by next year they will make important contributions of their productions. We cannot leave the South out of the Centennial without some discredit to the policy the North has pursued since the war.

## The Wheat Crop of 1875—General Business Prospects.

The Chicago Times, following the recent example of the Herald, has performed a useful service in collecting from a wide area information relating to a subject of deep interest to the business community. Our Chicago contemporary has indeed pursued its inquiries in a different field from ours, and directed them to a different object. We sent reporters and correspondents to all the chief centres of commerce in the United States, instructing them to interview leading bankers, merchants and manufacturers, and to report the interviews verbatim, when of sufficient value, accompanying them with a general summary of results. The information thus furnished attracted wide notice in the press of the country. The Chicago Times has directed its inquiries, not to the great cities, but to the rural districts, aiming to give an authentic statement of the present prospects of the wheat crop in the principal wheat-growing States of the Northwest. It has a great array of telegraph reports from numerous points in Illinois, Wisconsin, Iowa, Indiana, Kansas, Missouri, Michigan and Minnesota—in short, all the wheat-growing States—its considerable portion of whose products seek a market through Chicago, the great grain mart of the Continent.

The accounts relate chiefly to the breadth of ground sown with wheat as compared with the area last year, and to the condition and appearance of the winter wheat since the close of winter. On both these heads the reports are satisfactory and encouraging. The breadth of wheat sown is represented to be even greater than it was last year, and the appearance of the winter wheat fields is generally very fine and thrifty. It was apprehended that great injury would be done by the untoward severity of the winter; but, fortunately, these forebodings have not been realized, owing, it is supposed, to the depth of snow which lay on the ground during the period when the cold was most intense. Whether the protecting snow was an unmixed blessing may perhaps be doubted. Had the ground lain bare, and the frost done its perfect work, a great part of the winter wheat might have been killed, but with it the life would have been frozen out of the eggs of grasshoppers and chinch bugs, and agriculture have been exempted from these scourges for many years to come. The ground might have been re-ploughed for spring wheat and other crops, and the severe winter have proved a blessing in disguise. We do not know whether winter wheat can stand a greater degree of cold than the eggs of insects; but let us hope that it can, and that the seeds of these pests have been destroyed. Be this as it may, the prospects for a good wheat crop are excellent, barring accidents of weather later in the season and the possible ravages of insects.

These promising reports from the great and fertile Northwest are of universal interest. Agriculture is altogether the most important of our industries, and the one which gives life to all the others. It is the main pillar of the public prosperity. A healthy revival of business in the later summer and early autumn months depends on a propitious and fruitful season. The majority of our people derive their subsistence from the cultivation of the soil, and their ability to purchase goods depends on the abundance of their crops. It is the grain crop more than any other which sets the wheels of trade in motion, not only by the large market for manufactured articles created by the wants of its producers and their ability to pay, but also by the effect of cheap food in increasing the consumption of other things by the inhabitants of cities. When food is dear and it takes a great part of people's earnings to supply their tables there is little left for the supply of less indispensable wants. Moreover, a stagnant demand for manufactured goods throws artisans and laborers out of employment or diminishes their wages, so that in proportion as food is dear they have less money to expend in its purchase. Agriculture is thus the main axis on which the business of this country turns. It also furnishes the chief employment for our great lines of transportation, the clamor for cheaper freights within the last few years having arisen in the great grain-growing regions of the country. It is the grain trade which covers the great lakes with vessels, which gives employment to our canals, which creates the chief competition between rival Atlantic cities, which encourages the hopes of Canada to rise in the scale of commercial importance by diverting Western products down the St. Lawrence.

The grain products of the West are the chief source from which the stream of our foreign commerce is fed. The single article of cotton makes, to be sure, a larger figure in our export statistics than the article of wheat; but if we join with wheat Indian corn and the products of Indian corn, like bacon, pork and lard, the total considerably exceeds the export of cotton. We insert the following statement of the value of such articles exported in 1874:

Wheat and flour.....	\$130,738,553
Indian corn and meal.....	29,290,360
Bacon and ham.....	29,240,784
Lard.....	19,398,019
Pork.....	8,898,712
Total.....	\$218,546,416

The value of the cotton exported from the United States in 1874 was \$211,223,590—or \$7,321,836 less than the value of grain products exported, if we reckon pork, lard and bacon as a condensed form of Indian corn. Whiskey is also a condensed form of various grains, and a considerable portion of the cotton crop ought to be classed under the same head, since a great deal of the food consumed on the cotton plantations is produced in the grain regions of the Northwest and is transmitted into cotton through the muscles of the negroes. It is strictly correct, therefore, to say that the production of grain is the main pivot of our foreign and domestic trade and of all our other industries. The prospects of the grain crop is thus a subject of more universal interest than any other in the whole circle of our material prosperity, if interest be measured by real importance.

It may not be quite true that "winter lingers in the lap of May," but the great snow storm yesterday stretches winter so far into the spring months that the business season will be short before the midsummer heats come on, and we cannot expect a very vigorous revival until after the grain crop is

harvested in July and August. But if the harvest should be as abundant as there is reason to hope the dawn which now begins to appear will brighten into clear day in the autumn months. It is in anticipation of this that the New England mills are coming again into full activity, the factories turn out during the next three months being, of course, intended to supply the fall trade.

## The Panama Canal.

The sea which divides also unites. In ancient times the command of the ocean gave power to nations, for then commerce was almost entirely a question of transportation by water. In war time victory was decided by the strength of navies. Thus England was for centuries the ruler of the world because of the superiority and the enterprise of her sailors. But a change has come over the world. The invention of steam makes railroads more useful than canals, and the ship is superseded by the locomotive engine. The Union Pacific Railroad controls the trade of a continent, and the passage around Cape Horn has become almost as obsolete as the voyages of Captain Cook or the discoveries of Magellan.

Still, in spite of this enormous value of the railroad to civilization and commerce, the ocean still plays its part in the world's affairs. The wisdom of the great engineering feat of cutting a canal through the Isthmus of Suez has been fully vindicated by its results. England has profited more than France by the speedy communication it affords Europe with India. The commerce of the world has been benefited by the new means of transit. It is not strange that the United States government, in view of this success, should be desirous to emulate it by cutting a canal through the Isthmus of Darien. But it should not be forgotten that the configurations of the continents make a vast difference in the situation. The Suez Canal is more valuable to Europe than the Darien Canal can be to America. We have what Europe has not—direct railroad communication over the Continent from ocean to ocean above the fortieth degree of latitude, and through a territory subject to but one government. Because of her rival and jealous nationalities the railroad system of Europe does not possess the same security nor offer equal advantages to the commerce of the world. Therefore, we must not imagine that the Nicaragua Canal is as important to America as the Suez Canal is to Europe. The conditions are altogether different.

But there is no doubt that the Pacific and Atlantic oceans will be ultimately joined by a canal upon one of the lines through the Isthmus of Darien which have been surveyed under the authority of the government. The railroad cannot stop the canal. The thorough report we present to-day of the results of the United States surveying expedition, which arrived at this city yesterday, will, therefore, be received with deep interest. It explains the advantages of the different plans proposed, especially of the Nicaragua and Panama routes, and, though there is little probability that the work will be begun soon, it is well to have the facts fully presented for the consideration of the public.

## The Beautiful Snow.

Come, gentle Spring! ethereal Mildness, come! Spring has come, with its buds and flowers, and snow and hail, and umbrellas and pneumonia, and many other things, some of which the poets have mentioned, and others which they have been careful to omit. This charming season of the year, with its crocuses and violet beds, does more to encourage the sale of red flannel than all of its sisters put together. Anybody can go out and buy a beautiful bouquet in spring, price ten cents—a rose impaled on a wire, with a geranium leaf to sympathize with its misfortunes—but what is the use of a rose if you cannot smell it? Flowers are wasted upon a pretty girl who happens to have a cold in the nose. Why should we go look for daffodils in fields of snow, or wander by the silvery stream with an umbrella? There is something apparently incongruous in reclining upon beds of violet blue, or half blown roses washed with dew, in an Ulster overcoat. The poet who abandons himself to the pleasures of spring must put his feet in a hot water bath at night and put on a mustard plaster in the morning. We sing of Spring—beautiful Spring!—it is well to clear the throat with Brown's bronchial troches. The dandelion is delightful as a flower, but it is more valuable as a gargle.

Spring reminds us of a politician. It has every quality that is required for success in politics. It is rich in promise and poor in performance. Trusting to its smiling face we lay aside the garments of winter and appear in what the ironical tailors call spring suits. The skies are blue, the sea is calm, warm breezes blow from the South and the sunlight is bright and warm. The butterfly makes its appearance and the wisp crawls out of its nest under the window-sill. Where is the butterfly the next day? The unfortunate insect has perished in the effort to extract honey from an icicle, while the wisp, like Death, has lost its sting. The flower girls get up a corner in bouquets, and the doctors consult privately with the druggists. The voice of the hilarious undertaker is heard in the land, and he snorteth like the steed who hears the sound of the trumpet afar. The disgusted fly returns to his cave and the snowbirds turn back from their useless journey to the North. Nature, about this time, discovers that she is a fraud. She is conscious that while she is successful in getting up a winter she disgraces herself in attempting to produce a decent spring, and suffers the mortification of knowing that everybody agrees with the opinion. These are conclusions which were forced upon us by the experience of yesterday. We have lost all confidence in spring, and intend hereafter to repose our faith in nothing but gum shoes and umbrellas.

THE MINERS.—The necessity of sending the troops to the region of the disturbances in Pennsylvania is justified by the events of yesterday. Disorderly parties of miners came into collision with the troops, and have been repulsed in their attempts to break through the picket lines. The military did not provoke this outbreak, but their presence has probably prevented more serious disorders.

## A Dying City.

Senator Morton is reported as saying to the reporter of a Western newspaper that New Orleans is a dead city; that it has lost its opportunity; that St. Louis, Galveston and even Chicago have reached out and robbed it of its former trade privileges, and that no amount of good government can restore it. We have had many stories of this kind from the Crescent City, and we confess that nothing since the war has distressed us more than the blight that seems to have fallen upon New Orleans. It is one of the most interesting of our cities. It has a continental quality that none of the others possess. Its roots extend into other soils than the Cavalier or the Puritan. New Orleans, French in its origin, and at one time under the control of the Spaniard, has always shown the influence of France and of Spain. There is something of Paris in the sprightliness and taste of the people; in the chivalry, which does not even now disdain the duello; in the merriment, which makes Sunday a feast day and not a day of fasting; in the Carnival and Mardi Gras. Every street in the old city recalls the glory of the Bourbon or the ambition of the Bonaparte. Before the war it was a prodigious, luxurious metropolis. The planters looked upon a winter visit to New Orleans as a recompense for a hard season's work in the cotton field and sugar house. The Mississippi poured its treasures into its lap. It was the entrepôt of Mexico and Cuba and Texas. There was no city to challenge its dominion but Mobile, for Galveston was a little seacoast town that was scarcely known in the family of cities. Alone, therefore, far distant from the other ruling cities, mistress of the Gulf of Mexico and the Mississippi, New Orleans rapidly strode along, and before the war had perhaps as much wealth for her population as any city in the Republic.

Even now New Orleans is ninth in the list of cities, if we may take the figures of the census of 1870. It then reported 191,000 population and 33,656 dwellings—something more than San Francisco and less than Cincinnati. The latest authority as to its commerce, Edward King, in his valuable and interesting work on "The Great South," shows still many signs of prosperity. The last reported cotton crop, 1872-73, was a hundred thousand bales larger than the year before the war. The total value of the imports in New Orleans for the same year was more than one hundred millions and the exports over six hundred millions. More than one-third of the cotton passed through New Orleans. This is a source of enormous wealth alone. It is hard to think that a city should be dead, or in any apprehensions of death, that sends out from its ports more than six hundred millions of dollars a year.

There are, of course, many reasons that affect the growth of a seaboard town. The railroads have diverted much of the Mississippi trade. The sugar crop in Louisiana has fallen away. The Western produce, that in past times was floated down to New Orleans in rude flatboats, now seeks New York and Baltimore. Texas has been growing since the war into imperial prominence, and naturally seeks a port at Galveston. The railroad has shown its supremacy over the river. In the olden times the river was the line of military defence, the channel of trade. But now the defence has usurped that function. We defend our railroads in war and depend upon them as the arteries of commercial life in peace. Therefore the growth of the great railway systems of the West and partly of the South have injured New Orleans. The federal government, by the subsidies it granted to the Pacific railways and other lines in the Northwest, has thrown its influence against the South and largely against New Orleans. So far as the account of the general government with the South is concerned, it has not only taken millions from the Southern States in the process of war, but given millions to the Western States in the way of railway endowments. Is it any wonder, then, that with all these causes in operation, an indulgent government strengthening the West and neglecting, nay, trampling the South, there should be signs of paralysis in the great metropolis of the Southwest?

Senator Morton is an eminent statesman of the republican party. He has been the apostle of repression and revenge. He has championed every infamy or usurpation in the South that called itself a government. Therefore, when he pronounces New Orleans a dead city he speaks his own condemnation and that of his party. Dying New Orleans represents the ignorance, the cupidity, the folly and the crimes of Mr. Morton's party. But we are confident that he has passed too harsh a judgment. New Orleans may suffer a temporary depression, a syncope from war and "reconstruction," but there are elements of strength and glory about the old town which even the war and republicanism cannot destroy.

## Dead at Last.

The election in Connecticut has determined one fact—that the third term agitation is at an end. Those who believed in this as a "sensational" or a phantom, or a jest, or a cunning contrivance of the New York Herald to control the republican party, may now breathe freely. After the vote in Connecticut the question is not whether General Grant shall have a third term but whether anybody the republicans nominate shall have a first term. For ourselves we congratulate the country that it has passed out of American politics. Those of our public men who believed it had no life did not read clearly the signs of the times. If any one thing was more certain than another in the drift of political events it was that President Grant, through those who surrounded him, controlled his judgment and moulded his actions, moved steadily on to a crisis in political affairs that could mean nothing but a third term. As it is now we question whether the administration has power enough even to control the conventions and name the successor to President Grant. Certain republicans who train behind Blaine and Hoar and Foster will gain new strength from protesting. Grant has shown himself unable to carry the republican party. The question now is whether the republican party will insist upon carrying Grant, and in doing so go with him into utter and irretrievable ruin.

THE GOVERNOR has had an interesting conversation upon the canal reforms with a member of the Produce Exchange, and has again

asserted his determination to enforce honest and intelligent management. The latest developments of the matter will be found fully stated in our Albany letter.

## Defeat of the "Green Charter."

The generalissimo of the Black Horse cavalry and his second in command, the Westchester general of the republican contingent, have met with an ignominious overthrow. Generalissimo Green does not seem over well acquainted with cavalry tactics. There was, indeed, something of the dash and suddenness of a cavalry charge in the first onset, but Green cannot have studied with much profit the feats of such daring riders as Mosby, Forrest and the rest, who, even in their least successful raids, contrived to retreat without military dishonor. It is impossible to play the part of a Mosby and a Moltke at the same time. A successful commander of cavalry rides at the head of his men and puts spirit into them by his daring example and prompt fertility in resources; but the redoubtable generalissimo of the Black Horse cavalry planned his Albany campaign in the closet, as if he aspired to the fame of a Von Moltke, and his success has borne a very distant resemblance indeed to that of his great model. Perhaps he thought his "bald eagle" was an omen of victory; but the tame eagle of Louis Napoleon in that first ridiculous attempt which made him the first of Europe was not a more ill-boding bird than "the bald eagle of Westchester." In the desertion of Green's adherents even Husted spread his wings and flew away, declaring at the last moment that he had never regarded the movement as anything better than a trick, which he was ready to abandon when it had served his purpose. Green seems to have been the only man who had any serious expectation of success, and he must be filled with mortification to find how he has been coquetted with and flung aside. He has earned the distrust of the democrats and the contempt of the republicans, and no party will hereafter be willing to own him. Nobody has profited by his scheme but his paid lobbyists, and nobody will grudge them their fees if they are supplied from Green's own pocket and not out of the city treasury like those of Hawkins a year or two ago. The money Green paid for the power he expected would have been a cheap purchase, but to pay roundly for being made ridiculous is not so pretty a bargain.

Now that Green's preposterous ambition has "overleaped itself and fallen on the other side," it is to be regretted that the Legislature will not make a wise revision of the city charter and take the municipal government out of the slough in which it has so long been floundering. This was attempted by the Costigan bill, which was very well so far as it went, but proved distasteful alike to the democratic Governor and the republican Senate. The fact that the Senate is republican is no reason why a good bill should not be passed. We doubt whether a really sound and wise charter will ever be obtained except from a Legislature in which each party has a majority in one of the two houses. If the whole Legislature should be democratic next winter it will make a partisan charter, which the first republican Legislature will be sure to subvert. This has been the history of all recent charter legislation. The charter of 1871 was in the interest of the Tweed Ring, which controlled that Legislature. The charter of 1873 (the present charter) was passed by a republican Legislature to keep as many republicans as possible in city offices. If, in 1876, the democrats should have both branches of the Legislature, they would pass a charter to promote party interests rather than the welfare of the city. The republicans of the present Senate have a great and deserved respect for Governor Tilden, and if he would recommend the outlines of a wise, non-partisan charter both branches of the Legislature would probably pass it on its merits, and we should have a better chance of stability and good government than we can ever expect from a succession of such schemes as are built up and pulled down by partisan legislatures.

## Cheap Homes and Rapid Transit.

There are some interesting facts to be learned from the census returns, so far as our cities are concerned. New York, in 1870, was first in the list of cities, returning a population of 942,292. This population was divided into 185,789 families. These families were lodged in 64,044 dwellings. Brooklyn had 80,066 families, multiplied into a population of nearly 400,000, and housed in 45,834 dwellings. Philadelphia was conceded 647,000 inhabitants, representing 127,746 families, living in 112,366 houses. Now, although Philadelphia returns nearly sixty thousand less families than New York she has nearly fifty thousand more houses. In other words, New York has nearly fifteen inhabitants for every house, while Philadelphia has only six inhabitants to each house. There is none of our large cities which shows this proportion but Philadelphia. New Orleans and San Francisco are a little better off, and so is Washington. But the one fact stands out emphatic and suggestive, that Philadelphia is the City of Poor Men's Homes.

So New York might be if we had rapid transit. In Brooklyn and Jersey City there are between eight and nine persons to a house. In Newark the number is smaller even. New York is almost entirely surrounded by water. The channels of growth are narrowed by rivers—not easily crossed at any time, and in winter apt to suddenly choke with ice. Consequently New York cannot become the city of homes. We are compelled to pack our people closely. We are trying to make a shift after the French fashion with apartment houses, but the American somehow likes to be master of his own doorstep. Our laboring people are driven into forbidding and unwholesome quarters, where the sun rarely comes—where dirt and typhus have sway.

As a consequence Philadelphia invites the very class which New York repels—the very class upon which the true greatness of all cities rests. Capitalists who have large manufacturing interests prefer to conduct them in Philadelphia. They say that labor is cheaper and of a surer and higher quality. In Philadelphia the blacksmith or the weaver at once anchors himself into a home. It is small enough, to be sure, but he has all the modern comforts—light, air, water and sunshine. He has free schools around the corner for his children. All this comes within his earnings. The money he would pay

for a grimy apartment in a New York tenement house, in some Five Points or Seventh Avenue section, will give him his own home in Philadelphia. One of the glories of Philadelphia—which makes it truly the Home City—is the almost endless line of small houses which one sees in the outlying suburbs. There is no reason why we should not have the same in New York. There is no part of Philadelphia or in the country around it to compare in beauty with Westchester, Staten Island or the region beyond Brooklyn. There are no such views of sea and mountain, rock and forest and stream. Long Island Sound, the Bay, the Hudson, the Kill Von Kull, the Palisades, the Harlem—what are they but so many panoramas of beauty, which are neither possessed by Philadelphia nor by any city in the Union! Here there should be homes for a million of workmen, and with easy and constant access to the Battery. If our contriving statesmen in Albany would only "cease their damnable faces and begin" the real work of statesmanship all this country could be thrown open to the workingmen. This would result from a broad and generous system of rapid transit. Let us have a steam railway from the Battery to the Harlem, the completion of the Brooklyn Bridge and the opening of the tunnel under the Hudson. Let us have rapid steam transit into Westchester, Long Island and New Jersey. This would solve the problem—the sorest problem now connected with the prosperity of New York. Then would New York become what Philadelphia and other cities are to-day—the city of the Poor Man's Home.

## PERSONAL INTELLIGENCE.

Captain H. F. Ward is quartered at the Brevoort House.

For a tippler to dream that he has been basely used is a good sign.

Sir Alexander T. Galt, of Montreal, has apartments at the Gilsey House.

Senator William Windom, of Minnesota, is residing at the Fifth Avenue Hotel.

Ex-Governor English, of Connecticut, is at Memphis, en route home from Louisiana.

Senator Theodore F. Randolph, of New Jersey, is sojourning at the New York Hotel.

Governor Dingley, of Maine, has written a letter declining to be a candidate for re-election.

General Joseph R. Anderson, of Virginia, is among the late arrivals at the St. James Hotel.

Judge Solomon L. Rose, Comptroller General of South Carolina, is staying at the Fifth Avenue Hotel.

Mr. J. H. de Hegemaster Lindencrone, Danish Charge d'Affaires at Washington, has arrived at the Hoffman House.

Mr. Thomas H. Nelson, formerly United States Minister to Mexico, has taken up his residence at the Fifth Avenue Hotel.

Mr. John R. Stitt was yesterday elected Associate Justice of the Supreme Court by the General Assembly of Rhode Island.

Mr. Isaac Hinkley, President of the Philadelphia, Wilmington and Baltimore Railway Company, is at the St. Nicholas Hotel.

It has been decided in a French court that the landlord who fails to have his guests duly awakened to catch the trains they wish to take is liable in damages.

Mr. Joseph H. Hicken, general manager of the Grand Trunk Railway of Canada, and Mr. R. B. Angus, manager of the Bank of Montreal, are at the Brevoort House.

Vice President Wilson left Washington for Philadelphia yesterday to preside over the Centennial meeting of the Pennsylvania Abolition Society, which meets to-day.

Captain Thornton, the famous executive officer of the Kearsarge, and lately of the Monongahela, left his ship at Cape Town, February 16, to return home on account of ill health. He sailed from Cape Town by the mail steamer Roman.

Here is something else they manage better in France—A man and a woman who had enticed a young girl from her home to lead a life of debauchery, have been sentenced in Paris to imprisonment for five and seven years respectively.

His Excellency, the President, will leave Washington to-morrow morning for this city, where he will remain until Friday. He will be joined here by all his Cabinet except Attorney General Williams, and the party will proceed hence to Boston.

Vicomte de Chabot, aged ninety-four, and still living in Ireland, is the father of Count de Jarnac, who recently died in London while residing there as French Ambassador; but they do not tell the old father of the death of his son for fear of killing him.

Watson Wilkes, it seems, insists on styling himself "George" Wilkes, much to the annoyance of the editor of the Spirit of the Times. Whatever the motive of Watson he can scarcely expect to be taken for the gentleman whose name he appropriates for court purposes.

Mr. Horace Maynard, United States Minister to Turkey, was at the Windsor Hotel yesterday on his way to Ross on his return to this city on Tuesday next, and on Wednesday will sail in the steamship Russia for Liverpool, proceeding thence to his post at Constantinople.

Mme. de Broussais de Macedo, widow of a Portuguese admiral and domiciled in Paris for thirty years, has just committed suicide. She had been operated upon for cancer, and a second operation was necessary and she preferred immediate death to the repetition of painful postponement.

If you write down the figure 3 and twenty-one cyphers and call the unit tons, that is, they say, the weight of this world of ours. For instance, 5,000,000,000,000,000,000,000. If there were some unit of weight that represented a milliard of tons there would be five thousand milliards of the weight.

It is said that the precedence question between the Princess Louise and the Duchess of Edinburgh is under discussion at Court. The Princess Louise is understood vaguely to rank as her husband does, yet she has precedence over the Duchess, who is an emperor's daughter, married to a queen's son.

There is a woman in Paris who goes about the streets watching for a man to tumble down with apoplexy. Then she rushes forward in great distress and goes with him and the police to the station, takes care of him, &c., and steps out a sight before he recovers his senses, when it is generally found that his watch and portemonnaie have disappeared.

Mr. Squibb, the manufacturing chemist, does not believe that Mr. Walker was killed by poison, but that he died from syncope, though he believes that the syncope was caused by poison; which is like arguing that a man did not die from having a bullet put in his brain, but died from having a hole made in his head, which hole you admit was made by a bullet.

Next advertising. There have been often found in Normandy, Maine, Anjou and Brittany buried treasures of coin, deposited there by the English, it is thought, when they left the country, some centuries since; and now it is said that a manuscript has been found indicating all the points where treasure was buried, and this is to be published in the Catholic Review.

Mrs. Marie Antoinette N. Thalle Poffard had recently to explain to a Baltimore audience, before whom she was lecturing, that she was not the person connected with some unpleasant shooting scandals in Maryland and Virginia. She is simply the widow of E. A. Poffard, the historian. Some one has blundered sadly in attributing to her the history of another lady of the same name.

After the Franco-German war the Grand Duke of Coburg-Goth said to Bismarck that the depiction of the Iron Cross had been distributed too freely.

"Well," said the Prince, "it has been given on one hand to brave fellows who earned it in battle